

# Introduction to ICC Beneficial Electrification Workshops

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NOVEMBER 3, 2021 WORKSHOP MEETING

# Disclaimer

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- This slide deck and its contents are intended for informational and discussion purposes only and do not represent a legal interpretation or statement of policy by the ICC or its Staff. Views and opinions expressed by the facilitator or by ICC personnel during the workshop are their own and do not necessarily reflect the views of the ICC.

# Administrative Items

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- **This workshop will be recorded** for Staff and the Facilitator's use in preparing a post-workshop report to the Commission – the recording will not be circulated
- **Meeting notes will be posted to the ICC BE Workshops webpage**
  - To encourage open discussion, notes will not identify the names of participants who ask questions / share comments
- **Comments made during meetings** should not be used by any party to contradict or impeach another party's position, or prove a party's position in a future ICC proceeding to approve Beneficial Electrification Plans.
- **Attendee names + organization/company will be included in notes**
  - In the interest of time, all participants will not be introduced
  - Please send me a message in chat with your name + organization/company

# Meeting Best Practices

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- **Mute yourself** when not speaking
- **Speak up** with questions or comments (or you may insert your question in the chat)
  - We will pause at regular intervals for questions
  - **Please share your name and organization** when you speak
  - If you have an audio issue, send me a message or email me ([Celia@CeliaJohnsonConsulting.com](mailto:Celia@CeliaJohnsonConsulting.com)) and I will read your question
  - If comfortable, share video when commenting
- **Listen + speak with an open mind**
  - Seek first to understand, then to be understood
  - Collaboration + equitable participation are goals of this workshop process
  - Be patient when listening to others speak; don't interrupt
  - Avoid using acronyms or phrases that may be misunderstood

# Agenda

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- Background and Workshop Process
- Overview of Electric Vehicle Act
- Workshop Plan
- Proposed Ideas Template
- Q&A

# Background and Workshop Process

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# Background

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- **September 2018:** ICC Notice of Inquiry to gather information and opinions from stakeholders on electric vehicles, to help the ICC identify issues, potential challenges, and opportunities for electric vehicle deployment
  - Review comments submitted (November 2018) and final ICC Report (January 2019): [18-NOI-01 \(illinois.gov\)](#)
- **August 2020:** ICC Notice of Inquiry addressing impact of electricity rate design on transportation electrification, infrastructure adoption, and beneficial electrification
  - Specific rate designs that could and should be adopted to ensure Illinois electricity rates do not impose barriers to adoption and deployment
  - Impact of such rate designs on electric service and electric service affordability
  - Review comments submitted (November 2020) and final ICC Report (March 2021): [20-NOI-03 \(illinois.gov\)](#)

# Background

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- **September 9, 2021:** ICC held a workshop on the grid-impact of electric vehicles in Illinois
  - [Background and Workshop Notice](#)
  - [Ameren Illinois Rider EVCP presentation](#)
  - [ATE presentation](#)
  - [ATE Rate Design Principles](#)
  - [ComEd presentation](#)
  - [Tesla presentation](#)
  - [WeaveGrid presentation](#)
- **September 15, 2021:** Governor Pritzker signed Climate and Equitable Jobs Act (CEJA) in Illinois, including **updated and new provisions to Electric Vehicle Act (EV Act)**
- **ICC required by EV Act** to initiate a Beneficial Electrification (BE) workshop process
- **EV Act requires Ameren Illinois and ComEd to file Beneficial Electrification Plans** with the ICC by July 1, 2022
  - Plans will include programs starting no later than January 1, 2023
  - Plans will take into consideration recommendations from the workshop report



# Workshop Process

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- **Workshop Goals**

- 1. *Focus on discussions that are productive and valuable***

- Encourage collaboration and open conversations
    - Provide opportunities to educate and inform

- 2. *Be inclusive***

- Ensure equitable opportunities for participation, without requiring formal intervention or legal representation
    - Encourage participation from diverse stakeholders representing a variety of interests, including stakeholders representing environmental justice and low-income communities

- 3. *Address topics that will inform Beneficial Electrification Plans***

- Identify solutions to barriers/challenges
    - Provide opportunities for stakeholder input and ideas to be shared
    - Consider incentives, enabling rate structures, and other opportunities for the bill reduction and environmental benefits described in the EV Act

# Workshop Process

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- **Workshop Plan Development**

- Initial feedback requested on October 20:
  - 1 – What topics or questions are important to stakeholders to have addressed through the Beneficial Electrification Workshop process that could inform the utilities' Beneficial Electrification Plans?
  - 2 – Do you have suggestions on strategies or process to best reach stakeholders representing environmental justice and/or low-income communities?
- Overview of **initial Workshop Plan** presented today
  - Feedback due within 2 weeks – by Wednesday, November 17
  - If changes to the Workshop Plan are needed, an updated Plan will be presented in December
  - An update on how the process will be inclusive to stakeholders representing environmental justice and low-income communities will be presented in December

# Workshop Process

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- **Purpose**

- EV Act requires ICC to initiate a workshop process **to solicit input on the design of beneficial electrification programs** that Ameren Illinois and ComEd will offer
  - The workshops shall consider barriers, incentives, enabling rate structures, and other opportunities for the bill reduction and environmental benefits described in the EV Act

- **Timing**

- EV Act requires workshops to begin in November 2021 and conclude no later than Feb. 28, 2022

- **Participation**

- Workshop meetings **open to all** interested participants
- A key workshop goal is to **be inclusive**
- Reviewing feedback on strategies and process to best reach **stakeholders representing environmental justice and low-income communities**

# Workshop Process

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- **Workshop Final Report**

- After the conclusion of the workshop process, a final report will be submitted to the ICC **by March 31, 2022. The final report may rely on the written feedback submitted throughout the workshops, including completed proposed idea templates.**
- **EV Act requires the report to include:**
  - Participants in the process
  - Program designs proposed during the process
  - Estimates of the costs and benefits of proposed programs
  - Recommendations for transportation electrification investment or incentives in 5 areas
  - Any material issues that remained unresolved at the conclusion of the process
  - Any recommendations for workshop process improvements
- As described in the EV Act, the Report “shall be used by the Commission **to inform and evaluate the cost effectiveness and achievement of goals** within the submitted Beneficial Electrification Plans”

# Overview of Electric Vehicle Act

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# Key Definitions

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- **Beneficial electrification programs**
  - Black, indigenous, and people of color (BIPOC)
  - Electric vehicle
  - Electric vehicle charging station
  - **Environmental justice communities**
  - **Equity investment eligible community**
  - **Equity investment eligible person**
  - **Low-income**
  - Make-ready infrastructure
  - Optimized charging programs
- For statutory definitions, see pages 4-8 of document with excerpts from Electric Vehicle Act: [New EVA Provisions from PA 102-0662](#)

# Key Definitions

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- **Beneficial electrification programs**

programs that lower carbon dioxide emissions, replace fossil fuel use, create cost savings, improve electric grid operations, reduce increases to peak demand, improve electric usage load shape, and align electric usage with times of renewable generation. All beneficial electrification programs shall provide for incentives such that customers are induced to use electricity at times of low overall system usage or at times when generation from renewable energy sources is high. "Beneficial electrification programs" include a portfolio of the following:

- (1) time-of-use electric rates;
- (2) hourly pricing electric rates;
- (3) optimized charging programs or programs that encourage charging at times beneficial to the electric grid;
- (4) optional demand-response programs specifically related to electrification efforts;
- (5) incentives for electrification and associated infrastructure tied to using electricity at off-peak times;
- (6) incentives for electrification and associated infrastructure targeted to medium-duty and heavy-duty vehicles used by transit agencies;
- (7) incentives for electrification and associated infrastructure targeted to school buses;

(8) incentives for electrification and associated infrastructure for medium-duty and heavy-duty government and private fleet vehicles;

(9) low-income programs that provide access to electric vehicles for communities where car ownership or new car ownership is not common;

(10) incentives for electrification in eligible communities;

(11) incentives or programs to enable quicker adoption of electric vehicles by developing public charging stations in dense areas, workplaces, and low-income communities;

(12) incentives or programs to develop electric vehicle infrastructure that minimizes range anxiety, filling the gaps in deployment, particularly in rural areas and along highway corridors;

(13) incentives to encourage the development of electrification and renewable energy generation in close proximity in order to reduce grid congestion

(14) offer support to low-income communities who are experiencing financial and accessibility barriers such that electric vehicle ownership is not an option; and

(15) other such programs as defined by the Commission.

# Key Definitions

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- **Low Income**

persons and families whose income does not exceed 80% of the state median income for the current State fiscal year as established by the U.S. Department of Health and Human Services.

- **Environmental justice communities**

Established using a methodology under the IL Solar for All Program; information [here](#)

- There is a process for a community not identified through the methodology to self-designate as an environmental justice community
- See “Definitions” in the Illinois Power Agency’s [Long-Term Plan](#) (8.15, starting on page 243)
- CEJA updates to the Long Term Plan will be published in January 2022



# Key Definitions

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- **Equity investment eligible community**

the geographic areas throughout Illinois which would most benefit from equitable investments by the State designed to combat discrimination and foster sustainable economic growth. Specifically, "eligible community" means the following areas:

- (1) areas where residents have been historically excluded from economic opportunities, including opportunities in the energy sector, as defined pursuant to Section 10-40 of the Cannabis Regulation and Tax Act; and
- (2) areas where residents have been historically subject to disproportionate burdens of pollution, including pollution from the energy sector, as established by environmental justice communities as defined by the Illinois Power Agency pursuant to Illinois Power Agency Act, excluding any racial or ethnic indicators.

- **Equity investment eligible person**

the persons who would most benefit from equitable investments by the State designed to combat discrimination and foster sustainable economic growth. Specifically, "eligible person" means the following people:

- (1) persons whose primary residence is in an equity investment eligible community;
- (2) persons who are graduates of or currently enrolled in the foster care system; or
- (3) persons who were formerly incarcerated.

# State of Illinois Goals

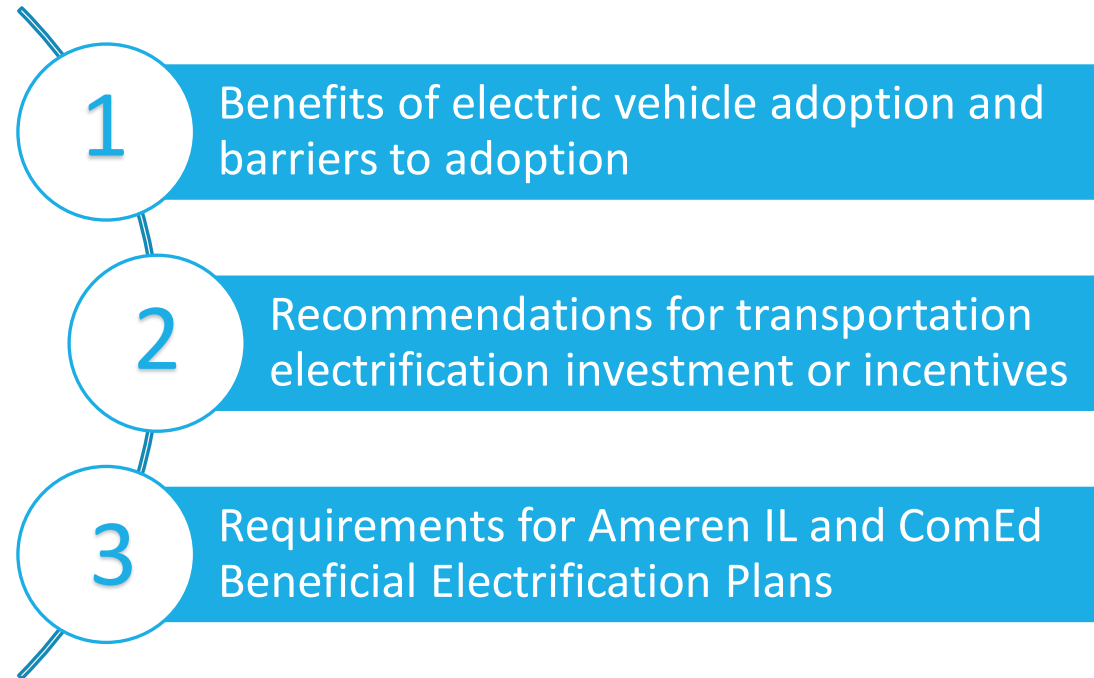
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- Decrease reliance on fossil fuels, reduce pollution from the transportation sector, increase access to electrification for all consumers, and ensure that electric vehicle adoption and increased electricity usage and demand do not place significant additional burdens on the electric system and create benefits for Illinois residents
  1. 1,000,000 EVs by 2030
  2. Strive to be the best state in the nation to drive and manufacture electric vehicles
  3. Widespread adoption of electric vehicles to electrify the transportation sector, diversity fuel mix, drive economic development, protect air quality
  4. Decarbonize the transportation sector
  5. Increase electrification access for all consumers
  6. Increase public access to charging equipment through the state, especially low-income and environmental justice communities, with higher levels of air pollution burden
  7. Fuel cost savings for customers
  8. Cost-saving benefits for electric utility customers
  9. Improve an electric utility's electric system efficiency and operational flexibility
  10. Attract private capital investments and create high-quality jobs

# Workshop Focus

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- EV Act includes three areas that Workshops will focus on:



- Meetings will be organized by topic area (residential customers, public transit, medium and heavy duty fleet, etc.)

# Workshop Focus

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## **Focus Area 1: Benefits of Electric Vehicle adoption and barriers to adoption, including:**

- (1) the benefit of lower bills for customers who do not charge electric vehicles
- (2) benefits to the distribution system from electric vehicle usage
- (3) the avoidance and reduction in capacity costs from optimized charging and off-peak charging
- (4) energy price and cost reductions
- (5) environmental benefits, including greenhouse gas emission and other pollution reductions

# Workshop Focus

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## **(cont.) Focus Area 1: Benefits of Electric Vehicle adoption and barriers to adoption, including:**

- (6) current barriers to mass-market adoption, including cost of ownership and availability of charging stations
- (7) current barriers to increasing access among populations that have limited access to electric vehicle ownership, communities significantly impacted by transportation-related pollution, and market segments that create disproportionate pollution impacts
- (8) benefits of and incentives for medium-duty and heavy-duty fleet vehicle electrification
- (9) opportunities for eligible communities to benefit from electrification
- (10) geographic areas and market segments that should be prioritized for electrification infrastructure investment

# Workshop Focus

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## **Focus Area 2: Recommendations for Transportation Electrification Investment or Incentives**

- (1) publicly accessible Level 2 and fast-charging stations, with a focus on bringing access to transportation electrification in densely populated areas and workplaces within eligible communities
- (2) medium-duty and heavy-duty charging infrastructure used by government and private fleet vehicles that serve or travel through environmental justice or eligible communities
- (3) medium-duty and heavy-duty charging infrastructure used in school bus operations, whether private or public, that primarily serve governmental or educational institutions, and also serve or travel through environmental justice or eligible communities
- (4) public transit medium-duty and heavy-duty charging infrastructure, developed in consultation with public transportation agencies; and
- (5) publicly accessible Level 2 and fast-charging stations targeted to fill gaps in deployment, particularly in rural areas and along State highway corridors

# Workshop Focus

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## Focus Area 3: Requirements for Ameren Illinois and ComEd Beneficial Electrification Plans

- (1) make-ready investments to facilitate the rapid deployment of charging equipment throughout the State, facilitate the electrification of public transit and other vehicle fleets in the light-duty, medium-duty, and heavy-duty sectors, and align with Agency-issued rebates for charging equipment;
- (2) the development and implementation of beneficial electrification programs, including time-of-use rates and their benefit for electric vehicle users and for all customers, optimized charging programs to achieve savings identified, and new contracts and compensation for services in those programs, through signals that allow electric vehicle charging to respond to local system conditions, manage critical peak periods, serve as a demand response or peak resource, and maximize renewable energy use and integration into the grid
- (3) optional commercial tariffs utilizing alternatives to traditional demand-based rate structures to facilitate charging for light duty, heavy duty, and fleet electric vehicles

# Workshop Focus

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## **(cont.) Focus Area 3: Requirements for Ameren Illinois and ComEd Beneficial Electrification Plans**

- (4) financial and other challenges to electric vehicle usage in low-income communities, and strategies for overcoming those challenges, particularly in communities and for people for whom car ownership is not an option
- (5) methods of minimizing ratepayer impacts and exempting or minimizing, to the extent possible, low-income ratepayers from the costs associated with facilitating the expansion of electric vehicle charging
- (6) plans to increase access to Level 3 Public Electric Vehicle Charging Infrastructure to serve vehicles that need quicker charging times and vehicles of persons who have no other access to charging infrastructure, regardless of whether those projects participate in optimized charging programs
- (7) whether to establish charging standards for type of plugs eligible for investment or incentive programs, and if so, what standards



# Workshop Focus

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## **(cont.) Focus Area 3: Requirements for Ameren Illinois and ComEd Beneficial Electrification Plans**

- (8) opportunities for coordination and cohesion with electric vehicle and electric vehicle charging equipment incentives established by any agency, department, board, or commission of the State, any other unit of government in the State, any national programs, or any unit of the federal government
- (9) ideas for the development of online tools, applications, and data sharing that provide essential information to those charging electric vehicles, and enable an automated charging response to price signals, emission signals, real-time renewable generation production, and other Commission-approved or customer-desired indicators of beneficial charging times; and
- (10) customer education, outreach, and incentive programs that increase awareness of the programs and the benefits of transportation electrification, including direct outreach to eligible communities

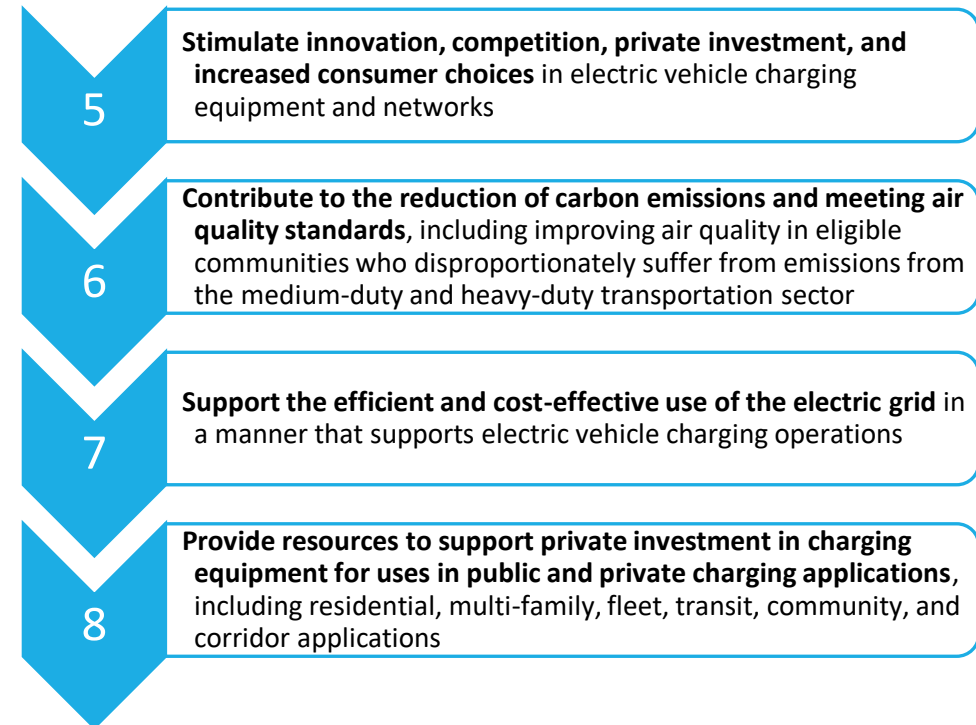
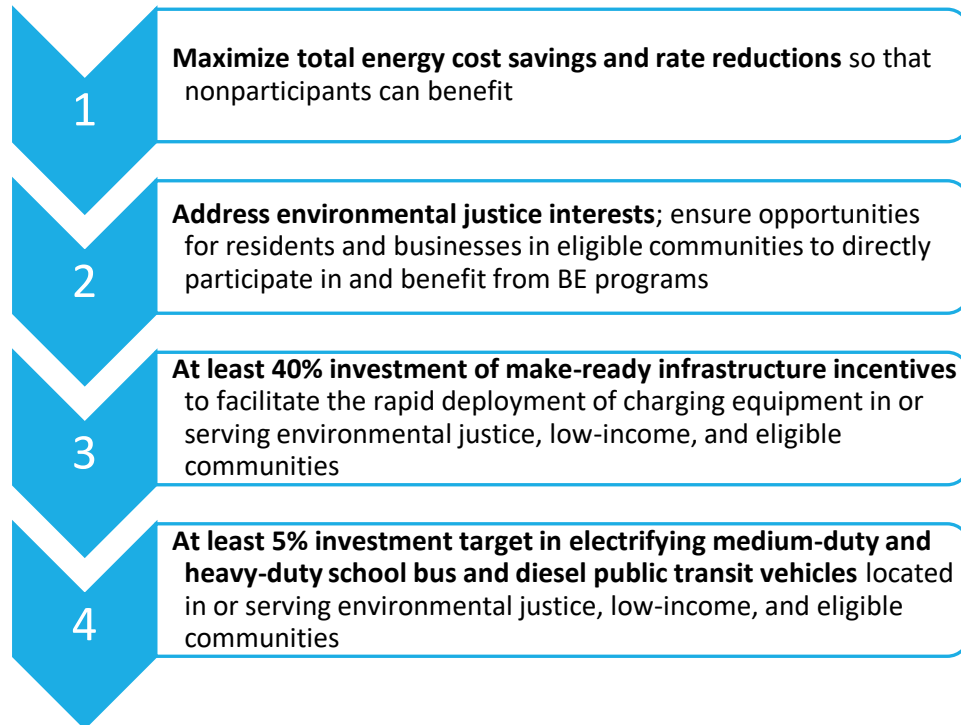
# Beneficial Electrification Plan Requirements

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- **Ameren Illinois and ComEd must file Beneficial Electrification Plans** with the ICC
  - File Plans by July 1, 2022
  - Launch programs by January 1, 2023
  - Plans shall take into consideration recommendations from the Workshop Report
- **ICC Review**
  - Consider whether the Plan meets the objectives and contains information required by the EV Act
  - Determine whether each proposed Plan is **cost-beneficial and in the public interest**

# Beneficial Electrification Plan Requirements

- The ICC shall consider whether Plan investments and expenses are designed and expected to:



# Beneficial Electrification Plan Requirements

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## ICC will consider – is the Plan cost beneficial?

...if the total cost of beneficial electrification expenditures is less than the net present value of increased electricity costs (defined as marginal avoided energy, avoided capacity, and avoided transmission and distribution system costs) avoided by programs under the plan,

the net present value of reductions in other customer energy costs, net revenue from all electric charging in the service territory, **and**

the societal value of reduced carbon emissions and surface-level pollutants, particularly in environmental justice communities.

The calculation of costs and benefits should be based on net impacts, including the impact on customer rates.

**ICC Plan approval:** From a practical standpoint, Plans filed by July 1, 2022 will need to receive ICC ruling (approval/approve with modifications/rejection) before the end of 2022 in order to allow the programs to be in effect by January 1, 2023 (Note this is less than the statutory allowance of 270 days, March 28, 2023)

# Beneficial Electrification Plan Requirements

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## Future Plan requirements:

- Ameren Illinois and ComEd shall file updates to the Plan **on July 1, 2024 and every 3 years thereafter**
- Utilities shall develop updates to the plan in conjunction with the distribution system planning process described in Section 16-105.17, including incorporation of stakeholders feedback from that process.
- Updates shall include:
  - Transportation investments made during the prior plan period,
  - Investments planned for the following 24 months, and
  - Updates to the information required by the EV Act
- **Future review process:**
  - ICC will determine whether EV Act objectives are being achieved; whether investment targets should be increased based on achievement of spending goals and consistency with outcomes directed in the stakeholder workshop report
  - If a utility's Plan is found to be deficient, an order will require the utility to submit a corrective action plan, subject to ICC approval

# Beneficial Electrification Plan Requirements

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## **Workforce equity requirements for Ameren Illinois and ComEd:**

- Increase the use of contractors and electric vehicle charging station installers, including but not limited to:
  - Business headquartered in, or the person resides in, an eligible community
  - Business is majority owned by an eligible person or the contractor is an eligible person
  - Business or person is certified as a disadvantaged business
  - Eligible for a certification program, including:
    - Business Enterprise for Minorities, Women and Persons with Disabilities Act
    - Certified as a disadvantaged business
    - Meets equity criteria as a nonprofit
    - Pay employees working on electric vehicle charging installations at or above the prevailing wage
- Establish reporting for vendors

# Beneficial Electrification Plan Requirements

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## **Program data collection requirements:**

1. To ensure equitable distribution across IL, accurately measure the applicants and participants of the Beneficial Electrification Program(s)
2. Collect demographic and geographic data for each applicant and each person or business awarded benefits or contracts
3. Collect data on applicants and participants: a) demographic information, racial or ethnic identity for persons employed, contracted or subcontracted; b) demographic information for business owners; c) geographic location or persons or business headquarters; and d) any other necessary information
4. Publish demographics of program and procurement applicants and participants
5. Conduct regular review to confirm reported data is accurate
6. Collect data quarterly; communicate progress to implementation contractors and EV charging station installation vendors
7. Report annually to ICC and General Assembly on how hiring, contracting, job training, etc. enhance the diversity of vendors

# Additional EV Act Requirements

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## **Charging Rebate Program:**

- IL Environmental Protection Agency will issue rebates to public and private organizations and companies to install and maintain Level 2 or Level 3 charging stations
  - Starting July 1, 2022
  - Rebates or grants up to 80% of the cost of installing charging stations
  - Additional incentives for every station installed in an eligible community, and every station located to support eligible persons
  - To be eligible, organization/company must apply and commit to paying prevailing wage for the installation project



# EV Act Questions

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1. EV Act requires utilities to support *at least a 40% investment of make-ready infrastructure incentives to facilitate the rapid deployment of charging equipment in or serving environmental justice, low-income, and eligible communities* ... clarify what 40% means – is this of total make-ready infrastructure only, or the total Plan filed?
2. EV Act requires utilities to support *at least a 5% investment target in electrifying school bus and diesel public transportation vehicles located in or serving environmental justice, low-income, and eligible communities*... clarify what 5% means – is this of total make-ready infrastructure only, or the total Plan filed?
3. Can utilities include beneficial electrification programs that do not relate to electric vehicles (e.g., electrification of heating end use) in the utilities' beneficial electrification plans filed pursuant to the EV Act?

# Workshop Plan

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# Workshop Plan

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## **Draft Workshop Plan**

- Interested in feedback and comments on the draft Workshop Plan
- Comments due by Wednesday, November 17 (2 weeks)
- If needed, an updated Workshop Plan will be presented at the December ICC Workshop meeting

# Workshop Plan

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## Response to October 20 Feedback Request

- **Thank you to participants that submitted feedback** on 1) topics to cover and 2) strategies to reach stakeholders representing environmental justice and low-income communities
  - Feedback received from 25+ companies and organizations
    - Facilitator will follow-up with those who submitted feedback
    - A summary of feedback will be posted on the ICC Workshops website
  - Feedback was considered in developing the Workshop Plan
    - Due to time constraints, ICC Workshops will not be able to cover all issues requested – topics referenced in the EV Act will be prioritized
  - Facilitator, in consultation with ICC Staff, will **develop an outreach strategy** to facilitate discussions with and participation from stakeholders representing environmental justice and low-income communities
    - Outreach strategy will be presented at the December ICC Workshop meeting

# Workshop Plan

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## Process Steps to Encourage Broad Participation

1. Hold 6 virtual ICC BE Workshop meetings in focused topic areas
2. Hold 2 virtual equity-focused meetings to discuss and request feedback from stakeholders representing environmental justice and low-income communities
  - Meeting timing and focus of the equity-focused meetings will be planned in coordination with interested stakeholders
3. Provide an opportunity for informal written comments to be submitted following each meeting, with comments due 2 weeks after a meeting
4. Translate select meeting information in Spanish
5. Develop an outreach strategy to facilitate discussions with and participation from stakeholders representing environmental justice and low-income communities

# Workshop Plan

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## Topic Focused Meetings

- **ICC Workshop meetings will focus on 6 topic areas, including:**

1. Introduction to Process
2. Fleets (Medium-Duty and Heavy-Duty)
3. Residential Customers + Equity/Environmental Justice\*
4. Other Considerations
5. Charging
6. Public Transit + Additional Impacts

\*In addition to a specific meeting focus, Equity and Environmental Justice considerations are expected to be discussed at all ICC Workshop meetings

# Workshop Plan

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## **Flexible Process**

- Schedule and list of topics to address is subject to change, as needed
- Process is flexible regarding reaching stakeholders representing environmental justice and low-income communities
- Any updates to the process will be communicated with the ICC Workshop distribution list

# Workshop Plan

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## **Workshop Focus 1: Introduction to Process**

- Introductory presentation on EV Act; introduction to proposed ideas process; overview of proposed Workshop Plan
- University of Illinois at Chicago (UIC) presentation on Beneficial Electrification of Transportation workshop process in 2020 + final report



# Workshop Plan

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## **Workshop Focus 2: Fleets (Medium-Duty and Heavy-Duty)**

- Medium and heavy-duty charging infrastructure used by government and private fleet vehicles
  - Introduction to unique fleet considerations for government and private fleet, including barriers and benefits
  - Presentations may include: Logistics provider; government; industry group; learnings from another jurisdiction
- Medium and heavy-duty charging infrastructure used in school bus operations
  - Introduction to unique fleet considerations for school bus operations, including barriers and benefits
  - Presentations may include: School bus manufacturer; discussion on incentives, bulk purchase agreements
- Additional fleet considerations:
  - Health/pollution impacts and equity/environmental justice considerations
  - Best practices on utilities working with fleet owners
  - V2G service options
  - Rate structures for large nonresidential customers

# Workshop Plan

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## **Workshop Focus 3: Residential Customers + Equity and Environmental**

- Panel Discussion #1 – residential customer considerations
  - Benefits of EV adoption; barriers to adoption; education and outreach; incentives
- Panel Discussion #2 – equity and environmental justice issues
  - EV ownership and accessibility, barriers and solutions; financial and other challenges; methods of minimizing ratepayer impacts; jobs and economic development; opportunities for eligible communities to benefit; health and environmental considerations
- Breakout Discussion: Solutions and Recommendations
- Additional considerations:
  - Rate design options for residential customers
  - Methods of minimizing ratepayer impacts

# Workshop Plan

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## **Workshop Focus 4: Other Considerations**

- Transparency and Reporting
- Utilities' estimates of the total amount of funding available for beneficial electrification programs based on maximum retail rate impact
- Cost / Benefit Analysis
- Coordination with other incentives and programs (state, federal, etc.)
- Open issues from prior meetings, as needed

# Workshop Plan

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## Workshop Focus 5: Charging

- Introduction to types of charging infrastructure
- Panel Discussion #1: Access to densely populated areas
- Panel Discussion #2: Targeting gaps in deployment (rural areas, State highway corridors)
- Additional charging considerations:
  - Securing optimized charging
  - Charge management policies
  - Make-ready investments (electrical infrastructure required for charging stations)
  - Level 2 and Level 3 charging
  - Options for online tools, applications and data sharing
  - Whether to establish charging standards for types of plugs eligible for investment or incentives (and if so, what standards)
  - Equity/environmental justice considerations

# Workshop Plan

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## Workshop Focus 6: Public Transit + Additional Impacts

- Introduction to public transit considerations
  - Chicago Transit Authority
  - Presentation from another state/jurisdiction
  - Electric bus manufacturer presentation
- Panel discussion: Systemic benefits
  - Benefits to the distribution system from electric vehicle usage
  - The avoidance and reduction in capacity costs from optimized charging and off-peak charging
  - Energy price and cost reductions
- Health and Equity/Environmental Impact discussion
  - Environmental benefits, including greenhouse gas; reducing environmental impacts of the transportation sector overall
  - City of Chicago Climate Action Plan
  - Health barriers and benefits

# Workshop Plan – Proposed Dates

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**Workshop #1:** Wednesday, November 3, 2021 – *Introductory*

**Workshop #2:** Wednesday, December 15, 2021 – *Fleets (Medium-Duty and Heavy-Duty)*

**Workshop #3:** Wednesday, January 12, 2022 – *Residential Customers / Equity + Environmental Justice*

**Workshop #4:** Wednesday, January 26, 2022 – *Other Considerations*

**Workshop #5:** Wednesday, February 9, 2022 – *Charging*

**Workshop #6:** Wednesday, February 23, 2022 – *Public Transit + Additional Impacts*

**Workshop #7:** Monday, February 28, 2022 – *Final meeting to discuss open issues, if needed*

# Workshop Plan – Proposed Dates

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**Equity-Focused Meeting #1: Wednesday, January 19, 2022**

**Equity-Focused Meeting #2: Wednesday, February 16, 2022**

***Purpose:*** To discuss input and recommendations on equity/environmental justice considerations from stakeholders representing environmental justice and low-income communities.

- Meeting structure and timing will be planned with feedback from interested community groups
- An outreach strategy to facilitate discussions with and participation from community groups will be developed and presented at the December Workshop meeting

# Proposed Ideas Template

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# Proposed Ideas Template

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- **Workshop participants are invited to submit:** Recommendations for beneficial electrification investment, incentives, program design(s), and other ideas that the utilities may consider and include in their beneficial electrification plans.
  - Template requests information about ideas/recommendations
  - Templates due by Wednesday, November 24
  - Submittals will be posted on the [ICC BE Workshops website](#)
  - Ideas may be scheduled for presentation at future Workshop meetings
- **Requested information:**
  1. Contact info + company represented
  2. Whether the proposed idea is for Ameren Illinois, ComEd or both utilities
  3. Select in which area recommendations are being shared
  4. If more than one idea is submitted, submit a form for each idea

Check	<b>Recommendation Areas:</b> Please select in which subject/topic area ideas are being shared. If the idea falls into another category, please provide additional information.
<input type="checkbox"/>	1) <b>Publicly accessible Level 2 and fast-charging stations</b> , with a focus on bringing access to transportation electrification in <b>densely populated areas and workplaces</b> within eligible communities.
<input type="checkbox"/>	2) <b>Medium-duty and heavy-duty charging infrastructure used by government and private fleet vehicles</b> that serve or travel through environmental justice or eligible communities.
<input type="checkbox"/>	3) <b>Medium-duty and heavy-duty charging infrastructure used in school bus operations</b> , whether private or public, that primarily serve governmental or educational institutions, and also serve or travel through environmental justice or eligible communities.
<input type="checkbox"/>	4) <b>Public transit medium-duty and heavy-duty charging infrastructure</b> , developed in consultation with public transportation agencies.
<input type="checkbox"/>	5) <b>Publicly accessible Level 2 and fast-charging stations targeted to fill gaps in deployment</b> , particularly in rural areas and along State highway corridors.
<input type="checkbox"/>	6) <b>Financial and other challenges to electric vehicle usage in low-income communities</b> , and strategies for overcoming those challenges, particularly in communities and for people for whom car ownership is not an option.
<input type="checkbox"/>	7) <b>Customer education, outreach, and incentive programs</b> that increase awareness of the programs and the benefits of transportation electrification, including direct outreach to eligible communities.
<input type="checkbox"/>	8) <b>Customer Experience Considerations</b> (e.g., coordination with state incentives, online tools, EV Charging Standards).
<input type="checkbox"/>	9) <b>EV Innovation Programs</b> (e.g., new charging technologies, V2G programs, etc.).
<input type="checkbox"/>	10) <b>Optional non-residential tariffs utilizing alternatives</b> to traditional demand-based rate structures to facilitate charging for light duty, heavy duty, and fleet electric vehicles.
<input type="checkbox"/>	11) <b>Methods of minimizing customer impacts</b> and exempting or minimizing, to the extent possible, low-income customers from the costs associated with facilitating the expansion of electric vehicle charging.
<input type="checkbox"/>	12) <b>Other</b> (please describe).

# Proposed Ideas Template

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- **Eight questions in template (see template for full questions):**
  1. Description of idea
  2. Background
  3. Program Cost
  4. Program Benefits
  5. Program Barriers
  6. Timing
  7. Equity
  8. Additional information, if needed

# Q&A

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- **Facilitator Contact Information**

- Celia Johnson
- Email: [Celia@CeliaJohnsonConsulting.com](mailto:Celia@CeliaJohnsonConsulting.com)
- Phone: (312) 659-6758

- **Feedback Requested**

- Feedback on draft Workshop Plan due **Wednesday, November 17**
- Informal Comments on Topics and Questions covered during November 3rd meeting are due **Wednesday, November 17**
- Responses to Proposed Ideas Template due **Wednesday, November 24**
- Send all feedback and proposed ideas to the Facilitator by email

# Additional Information

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- [ICC Website: Beneficial Electrification Workshops 2021-2022](#)
- [New EVA Provisions from PA 102-0662](#)
- [Proposed Ideas Template](#)